

“The Headliner”

Newsletter of the Northern Ohio Regional Group #20
Early Ford V-8 Club of America
Our 52nd Year



Volume 28 Number 4

April 2021

Mission Statement: “To preserve and authentically maintain vehicles manufactured by the Ford Motor Company for the model years 1932 through 1953 inclusive, and to serve as an accurate and technical source of information concerning these automobiles for the benefit of its members as well as the general public.”

Hello once again from a very impatient old guy sitting here and thinking about all the good things we could be doing as a club in this time of uncertainty.

To me it feels like crossing a busy street and looking both ways and end up getting hit with an airplane. 😊😊😊

Our very own V8 tour notzi Jack has informed me that he has some really interesting day trips for us .

Our meeting place is still undecided as when we are able to get back to business. You will be notified when that time comes. Hoping our outings will somewhat fill in the gaps. I don't have all the answers but I will try my best to keep to keep our fine group intact. I am looking forward to meeting our newest members soon.

Congratulations to Annette and Craig for their Newsletter "Honorable Mention Award". I might be a little partial but I think our Newsletter is the best. Just a suggestion: If you're sitting around with nothing to do, maybe a small contribution about your car or a unique experience or even your favorite recipe or hobby would certainly be an interesting thing to share.

Please be safe and healthy and keep our shut-ins in your prayers. Hope to see you soon.

NjoyurV8B4its2L8

Jeep

Fact: Old Hank ran for Senate in 1918 and lost.

Question: Did he concede? Are you kidding. 😊😊



**NOT REALLY SURE WHEN WE
BE ABLE TO HAVE OUR
NEXT MEETING**



Officers & Board 2021

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Vice President: Jack Bukszar
Secretary: Neal Garland
Treasurer: Dan & Diane Francis

Directors

Ken Bruening
Rich Jandrey
Steve Kronen
Beth Schilling

**All Meetings are held at
Stow Community Center
3800 Graham Road
Stow, OH**

“Kick Tires”: 7:00
Meeting Begins: 7:30
Ends: 10:00 or Sooner

Website:

www.norgv8club.org

Editor

Annette & Craig Gorris
10160 Echo Hill Drive
Brecksville OH 44141
440-526-6138
annette.gorris@gmail.com



2021 Activities At A Glance

NOTE: All Activities Contingent on the Ohio Governor DeWine's Decision to Resume Public Activities



There will be no meetings until further notice

- **April 17th:** 1:00 PM NORG Picnic, Richfield Woods **See information Below**
- **Saturday, May 29:** Car and Boat Show Rocky River Yacht Club. **More to follow next Month**
- **Save the Date:** The Rocky River Antique Car Show will be held on Saturday, August 14, 2021

There will be a Box Lunch Picnic Saturday, April 17th

Place: Richfield Woods Park (directions below)

Time: 1:00 pm

What to bring:

Box Lunch including beverage (no alcohol)

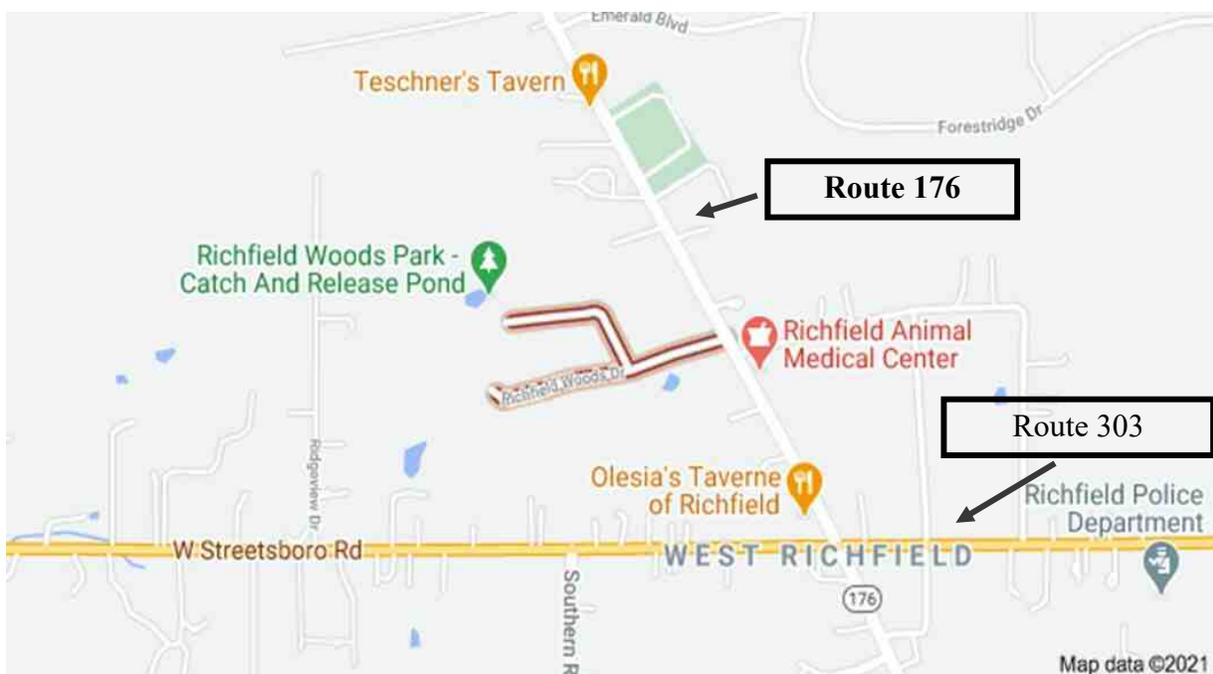
Lawn Chairs

Togetherness

Your V-8

Looking Forward to Friendship, Great Conversation & Lots of Smiles

Richfield Woods Park is located off of Broadview Road (Route 176) in Richfield North of Route 303 on the West side on Broadview Road. Drive to the Pavilion located in the rear of the park. There is ample parking available.





Restoration of my 1947 Tudor

Part 3

By Peter Hibbert

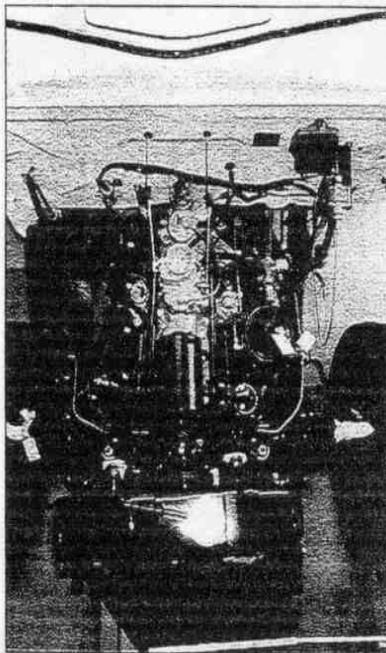
'GETTING THERE' albeit slowly!!

THERE has been a number of 'goals kicked' since the last report but family involvement is a priority.

The body is assembled save for the front 'clip' and bonnet (hood). All is painted. It is prudent I hold the sheet metal assembly until the engine is tested and run-in.

I am making temporary short exhaust pipes to include a 300 mm long 'hotdog' muffler. I don't wish to upset the neighbours with the 'straight-out' noise the 'flatty' can produce.

As seen in Pic 1, the engine and gearbox are now fitted with the help of a few club members.



Thank you.

This 'aerial' view shows most of the mechanical components fitted.

The battery tray, generator, radiator, exhaust manifolds all fitted. I have yet to fit the top radiator hoses. I have used old but good top hoses and

fitted traps to capture all debris from the engine block and heads. After running-in, I will replace those hoses with new hoping all contamination is out.

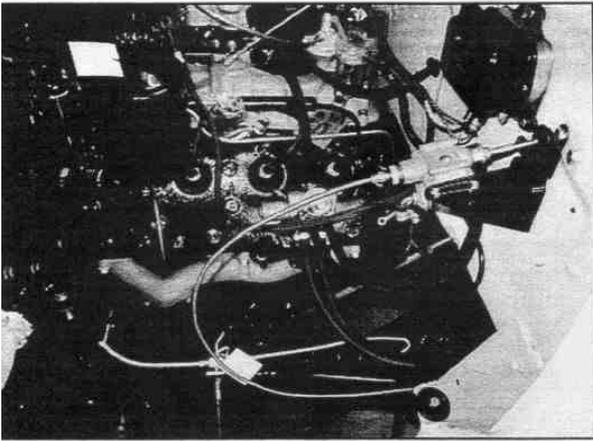
The engine is filled with oil but I need to finally top the by-pass oil filter with engine oil prior to starting. This may add about 3/4 of a litre to maintain correct dipstick level reading.

I have fitted a modern 'tin-can' 12 volt coil as my experience using original Ford types led to failures.

I have a 'licorice' case battery ready for charging. The shock absorbers ready to fit. I prefer to delay the fitting of front and rear shockers until last. They are painted black. Raising on the hoist with them fitted results in all the axle weights stressing the extended length of travel.

The generator is a converted 6 volt Ford original XK Falcon 12 volt casing, 12 volt regulator of same source.

I was forced to use some modern hardware as the originals hid themselves somewhere! I packaged/photographed/made notes/illustrations and STILL some elusive bits escaped me. I guess when hardware is tumbled during zinc coating etc and sorted, some develop 'legs'!



Pic 2 is the LHS view of the engine and firewall showing all the Columbia speed change and operating controls fitted.

The control mounted to the firewall changes the engine speed via the speedo cable from the normal torque tube drive shaft take-off point with the shorter cable routing to the speedo.

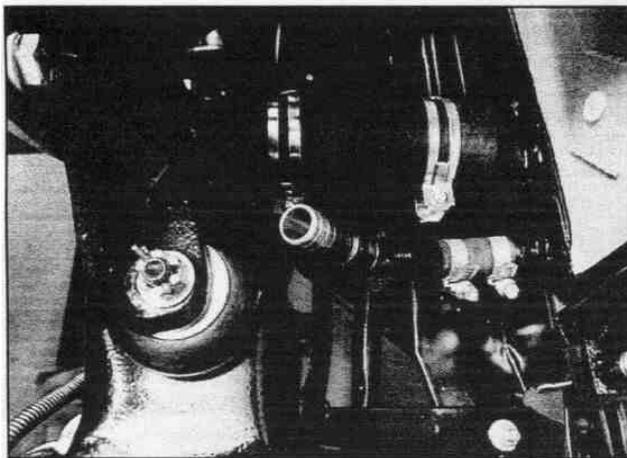
The control valve mounted on the cylinder head is an electrical/vacuum unit that receives a signal from the instrument panel switch and the depressed clutch pedal reach rod.

The hose connections are complete and can be clearly seen. (Refer to the July/Aug article).

The steering column outer tube and gear change rod/lever are next to go on.

When doing this, remember to fit the rubber seal under the floor pan first.

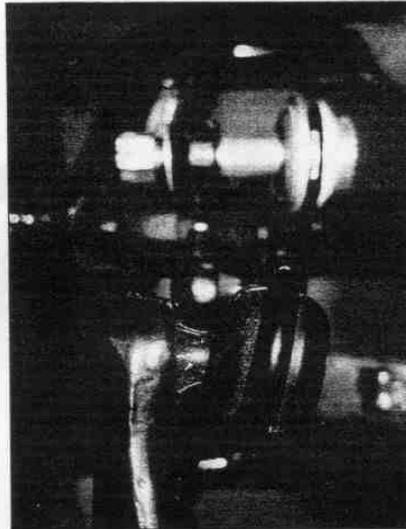
Also, to thread the separate carpet seal to both the column outer and gear shaft.



Pic 3 is a view of the RHS lower radiator where I modified the bottom tank to include a heater hose take-off point.

I made up the connection from stock parts and hoses. It is better than mounting a 'saddle' point on the lower hose.

Whilst doing any work around the radiator,



I face each side with stiff cardboard to avoid core fin damage.

Pic 4 is a fuzzy view of the home made lower tubular shocker mountings to the usual Houdaille arm point.

The top mounting is the later model

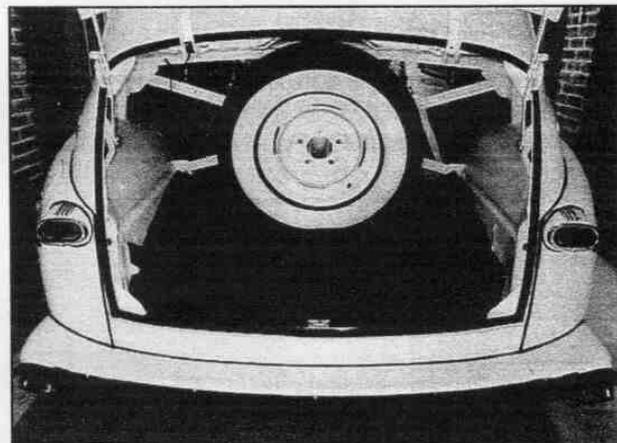
tall tubular shocker mountings that bolt to the existing Houdaille holes.

Pic 5 is the boot (trunk) area with spare wheel mounted. The side and rear card boards are yet to go on.

The floor mat is available reproduction and is a quality item that fitted snugly.

The original mat had converted itself to crisp plastic over the preceding 64 years!

The stone tray fitted with the welting to the body and the rubber stone deflector screwed in place.



I hope to start the engine soon running in at 5-10 minute bursts around 2,000 RPM totalling 1/2 hour.

I hope that any/all problems will be revealed at that time.

I can elevate the car and test the gearbox/differential/drive shaft slowly and simultaneously.

Projected total completion date save for problems?.....3-4 months (I hope).

I will submit an update report after that.

Keep on FORDIN`.

Peter.

Restoration of my 1947 Ford Tudor Part 4 and final

By Peter Hibbert

Please refer to four past newsletters dated Nov/Dec 2010, Jan/Feb 2011, Jul/Aug 2011 (Columbia) and Sept/Oct 2011 for progressive restoration story and pictures.

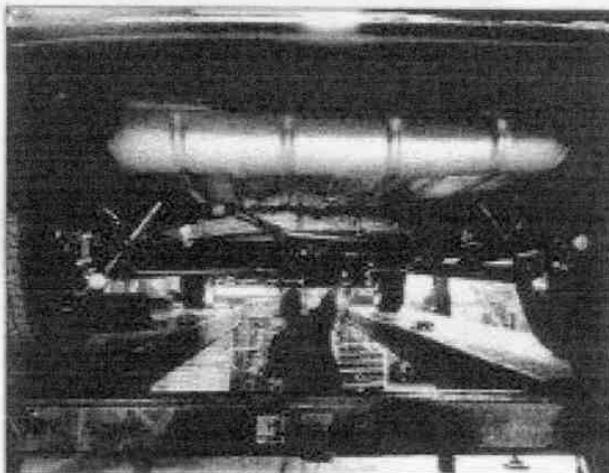
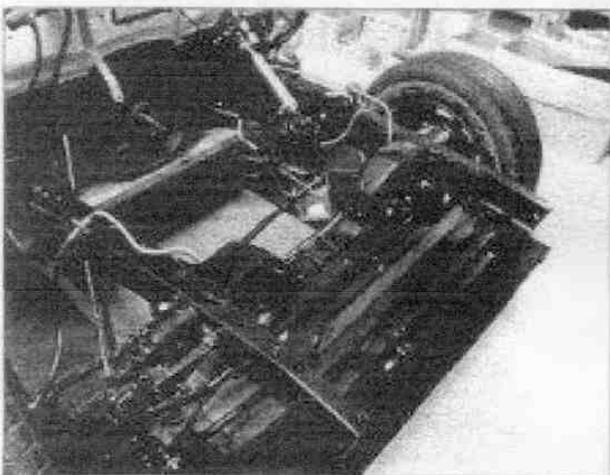
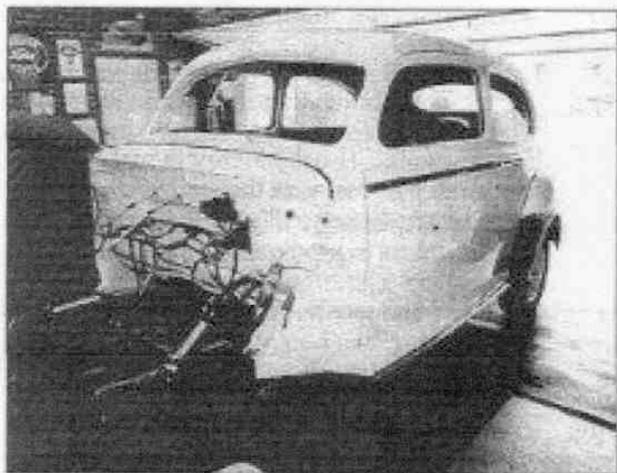


IT was hoped the completion would be by February 2012 but a few problems arose.

The engine build was the longest delay due to internal faulty assembly and starting it dry for a minute proved noisy albeit running as a piston was later found to be striking the head. After the initial start, filling the radiator and engine with water was a further disappointment as water was dripping from the RH exhaust port! That sealed the fate of that block being an internal water jacket failure, could not be repaired.

Even removing the RH head twice to ensure it was not a top problem was to no avail.

What to do?



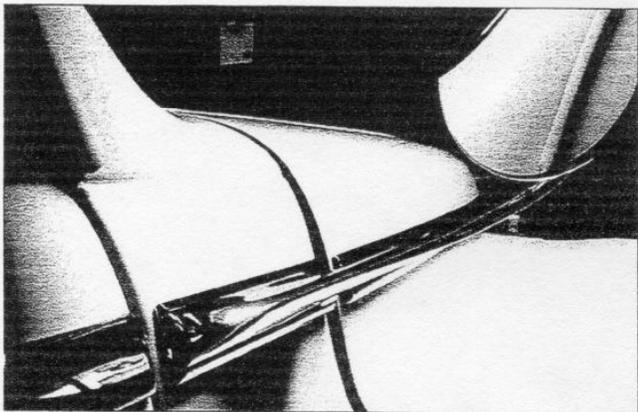
Face it and seek another block in a better condition than my ex 40 Ford Coupe block. I sourced a low miler engine and stripping proved it to be 3-3/16" std.

It is a relieved combustion chamber type that I prefer to use. Breathes better!

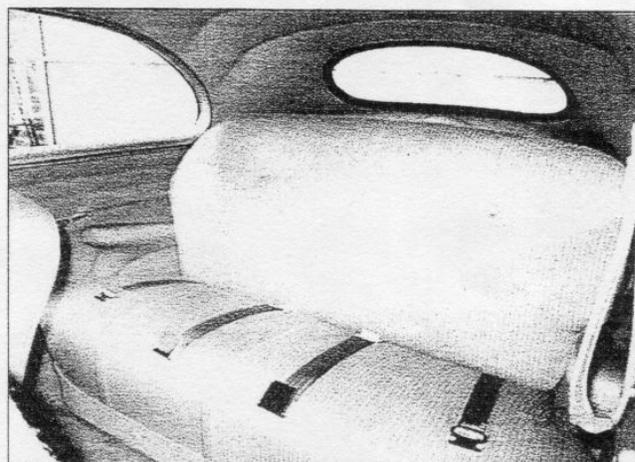
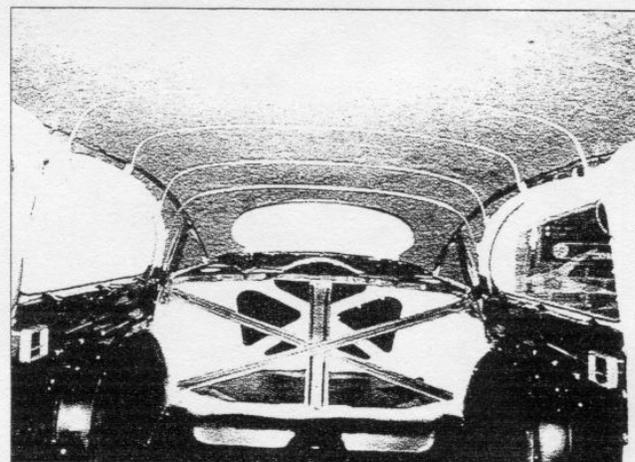
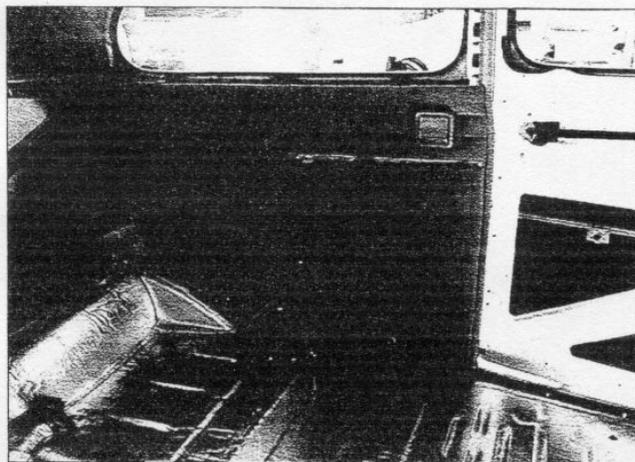
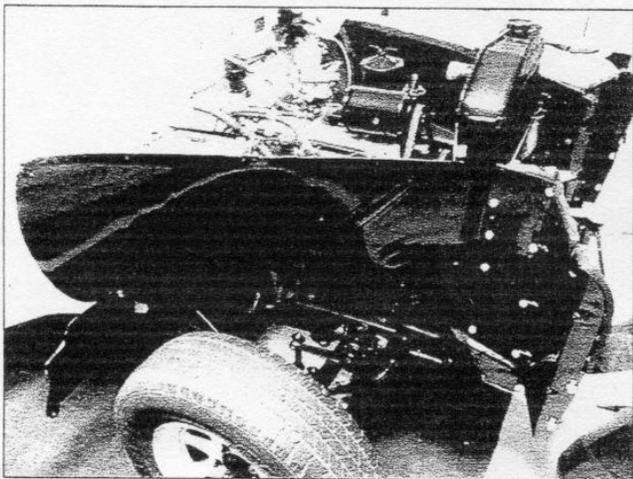
Starting all that over was a bit disheartening but encouraged by the block choice.

Again, the usual procedure of hot tank/interior water jacket ceramic coating/sonic testing then machining bores to 1st oversize and cam tunnel etc. Some bearings and most parts were salvaged from the first engine and assembled. Paint, Columbia parts, oil, generator, starter motor, manifolds, filters, distributor etc all mounted again.

The exterior rear view mirrors are not made to match the width of the side S/S mouldings. A 'channel' shaped S/S backing formed and polished answered that.



Meanwhile, other progress was being made of minor assemblies and body items.



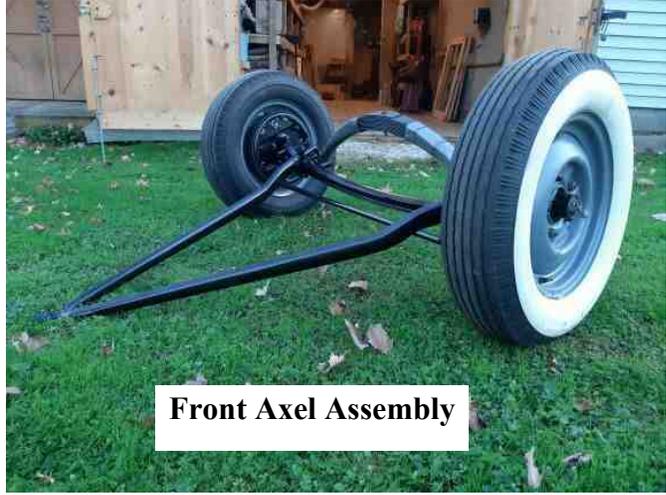
The entire front clip was left off including the inner fender panels, battery tray and lower engine covers. Interior floor and transmission cover were covered with self adhesive 'Dyna Mat' insulation, side door and $\frac{1}{4}$ panels fitted, sound and heat insulation fitted to roof headlining and lining bows in order, dash panel final fitting of instruments and controls. Front and rear window glasses fitted with S/S moulds.

Continued Next Month

Steve Kronen sent us photos of progress on his 1947 Ford Convertible. The frame was sand blasted, cleaned and painted. The frame was then attached to the front and rear axel assemblies. Looks great Steve!



To Sandblaster



Front Axel Assembly



Rear Axel Assembly



Brake Lines & Master Cylinder



Ready for the Body

1940 Ford Siebert ambulance is built on pickup truck chassis



The Shop of Siebert and Associates in Toledo, Ohio, known colloquially as Siebert, is the coachbuilder best remembered for its contributions to the professional car market using low priced, mass produced Ford Chassis.

Originally started as a wagon-making business in 1853 by founder Fred L. Siebert, from 1933 to 1964 they produced a highly practical succession of low-priced, coachbuilt professional vehicles including hearses, limousines, and ambulances using cut-and-stretched Ford and Mercury platforms.

Siebert's decision to use standard Ford side doors, cowls, windshields, hoods, and running boards served them well. Their line of professional vehicles proved to be a practical and highly economical option for those companies looking to replace their worn out equipment during the height of the Great Depression.

Siebert could rightfully claim in advertisements that their vehicles offered "economical operation, dignified appearance, and luxurious appointments at a price that makes it unnecessary to use obsolete, shabby equipment".

Siebert's designs later complemented Ford's new styling. From 1939, to 1941 they sold many Ford and Mercury ambulances, hearses and service cars to cost-conscious businesses and municipalities prior to World War II.

Newly added to the Siebert line in 1940, this 1940 Ford Ambulance conversion is based on Ford's sedan delivery truck platform. Previous conversions were based on Ford and Mercury passenger cars.

This Siebert ambulance features a Ford Flathead motor and 3-speed standard transmission with floor shifter along with much of its original equipment.

It has an original gurney as well as original cabinets, window shades, and interior lights and vents. On the roof is the original light and siren unit which has been tested and is in working condition. The rear roof area features an "Ambulance" plaque for vehicle identification that appears to be original as well.

The interior is in good shape for its age, especially considering its initial usage as a work vehicle. The exterior shows nicely and the Flathead engine also runs very well.

Ladies Daisy Page



We Want To Hear From You

For some time now, we have been requesting stories from members regarding as to how they came to own their Flathead V-8's. Some have responded but many of you have been hesitant. Perhaps this is due to the fact that you may have difficulty expressing yourself. At the last Board of Directors Meeting, member Frank Posar suggested simple solution. We will provide an outline and members can complete the outline and we will create a story based upon your information.

All of your fellow members would like very much to hear from you. This is an easy solution. Why not complete the following form, send it to us with a picture of your vehicle and we will take it from there.

- Member Name:
- Year, Make, Model & Description of Your Vehicle:
- Any Special Features:
- When did you acquire it or how long have you owned it:
- What level of restoration have you done to the vehicle:
- What if any awards have you received:
- How often do you drive the vehicle:
- Have you driven to any National Meets:



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- 6 Ron Mihalek, Alex Stall
- 7 Paul Null
- 11 Cheryl McCarriston
- 12 Diane Francis
- 16 Marie Lewicki
- 17 Rose Deyling
- 20 Sharon Bukszar, Kathy Jandrey
- 22 Lee Downey, Georgene Iacobucci, Debra Stall



Don't Forget to Check out our updated website : www.norgu8club.org

The Headliner Deadline
 1st Day of each month. Please e-mail articles, tech tips, outings, adds, club news and pictures to:
Annette Gorris
annette.gorris@gmail.com

